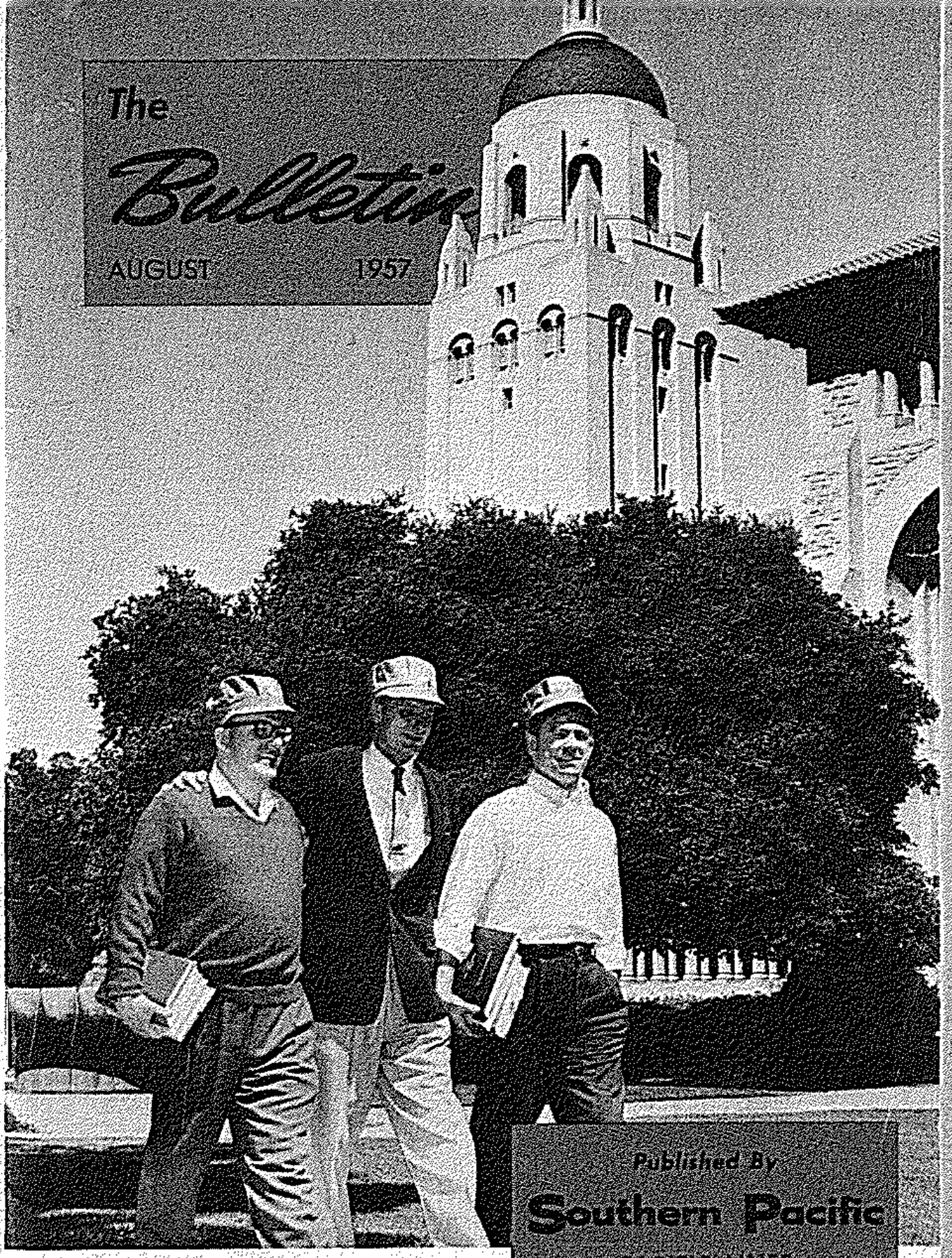
# The Bulletin

AUGUST 1957



Published By

**Southern Pacific**

PACIFIC LINES

**From College to Railroad** *[See Page 4]*

# An Appeal to Our Hearts



TO MY FELLOW RAILROADERS:

*YOU can be proud of your responses in past years to the annual appeal for community welfare funds.*

*The season when we are asked to open our hearts and purses is again approaching. Between Labor Day and Thanksgiving, united community campaigns will be under way in towns and cities all along our railroad. The agencies, more than ever, will be depending on your generous support, because the need grows, year by year.*

*Giving to your local fund is made easier by our payroll deduction plan. This plan spreads contributions over many months, making it possible to give to the full measure of our consciences, for the benefit of those less fortunate who so urgently need our help and for the medical research and character-building agencies which benefit us all.*

D. J. RUSSELL
*President*

# Dr. W. W. Washburn Retires; Succeeded by Dr. V. M. Strange

AS promised last month, here are additional details and pictures of Dr. William W. Washburn, who retired June 30 as our chief surgeon, and of Dr. Vance M. Strange, his successor.

Dr. Washburn's medical career began shortly after his graduation from the University of California Medical School in 1917, when he went overseas as a captain in the Army Surgical Corps with a unit sponsored by the University.

He joined SP in 1925 and later became director of Surgical Services. In 1941, he was named assistant chief surgeon, and four years later became chief surgeon. During World War II, he also served as surgical consultant for San Francisco's Selective Service Board.

Dr. Washburn is a member of the American Medical Association, the California Medical Association, and is past president of the SF Surgical Society. He is a director and past chairman of the medical and surgical section of the Association of American Railroads, is a fellow of the American College of Surgeons and a member of the board of directors of St. Francis Hospital.

Dr. Strange graduated from Tulane University in 1935 and came to our General Hospital the same year as an intern. He was resident surgeon through 1936, but left for a two-year period with the City of San Francisco's emergency hospital staff.

He returned to SP in 1938, and was placed in charge of surgical service in 1941. Since 1949, he has been chief of surgery.

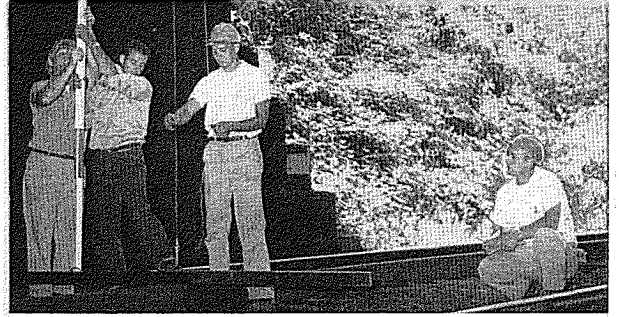
Dr. Strange is a member of the board of directors of the Western Industrial Association, a member of the American College of Surgeons, a member of the Western Railway Medical Association, and has been on the staff of St. Francis Hospital since 1936.

DR. W. W. WASHBURN DR. V. M. STRANGE



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John William Lynch, right, who received his B.S. degree in engineering last June at the University of Nevada, is one of the several dozen college engineering students now in our training program. Here, with Rodman Jim McKeegan, Cliff Olsufka and Joe Ivanusich (left to right) he's busy on the project of checking tunnel clearances in the Sierra Nevada Mountains.

# RAILROAD ENGINEER!

## *We Assist Young Men Into Exciting Futures*

FOR generations the title of "railroad engineer" has been associated in the public mind with the men in the engine cab, piloting railroad trains across the plains and over the mountains, through storms and the darkness of night, or under the glaring sun.

But there is romance, too, in the jobs of other railroad engineers—the men who lay out and maintain the tracks, who design the signal and communications systems, who plan the bridges and buildings, and who improve the rolling stock and operations to keep ahead of the swift march of competition. Thanks to them, too, the trains roll.

Perhaps in no other field is there so much diversity of engineering opportunity for trained and experienced young men. Railroads are using the latest advances in sciences, methods and materials. No form of transportation other than the railroad plant—a huge network operating on steel rails—is as well suited to make maximum use of machine methods and electronic controls. Railroads have been revolutionized in plant and operations in the past few years, and the future possibilities seem unlimited.

### *R.R. Potential Is Tremendous*

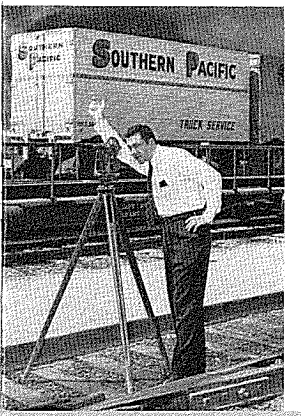
Traffic-wise the potential of railroads is tremendous, because of the inherent economies of moving freight in trains of cars on rails and because of the railroads' ability to increase carrying capacity on the existing tracks, compared with the already crowded high-

### *On Our Cover . . .*

**IN a photograph of young men entering our railroad from college it is difficult to be neutral, but on our cover this month we've done the best we can. The background is Leland Stanford Jr. University. Denzel C. Allen, Jr., left, is from Brigham Young University; George H. Barker, center, from Loyola and more recently the University of Arizona; John P. Breen, right, from Hartnell College and more recently the University of Santa Clara.**

**Many other colleges and universities are represented in our training program.**

Donald J. Starkey, now in our training program on Los Angeles Division, was "born" to railroading, in a family of railroaders.




### *...More About Men In Motive Power*

**THE three young men on our cover page are all in training in our Motive Power Department drafting room in San Francisco this summer.**

**Also in training in our Motive Power Department is Joseph R. Crook from the University of Nevada, working this summer in our laboratory at Sacramento. A chemistry major, he plans to continue his studies to a Master's Degree and later a Ph.D., and to enter the field of industrial research in chemistry.**

**As we stated on the opposite page, left to right on the cover are Denzel C. Allen, Jr., George H. Barker and John P. Breen.**

**Allen, whose hobby has been railroad photography, started his training with us in 1954, was gone two years in military service as an electronics technician, and is interested in locomotive and car design.**

**Barker's grandfather was a railroad telegrapher, and his father is general manager of our Nacozari Railroad into Mexico. George started with us in 1953 and spent two years in military service before returning to SP. His chief interests are design and testing of diesel locomotives. He comes from Tucson.**

**Breen, from San Francisco, is especially interested in locomotives. Steam engines were interesting, but diesels are far more interesting, he declares. His summer work on our railroad is helping him finance his college studies. "The two go hand in hand," he says.**

ways, airports and inland waterways.

**It has been estimated that by 1965 the railroads of our nation will be carrying 41% more freight than in 1955. Southern Pacific's long-term outlook is especially bright because the eight states served by our transportation system are growing much more rapidly than the national average.**

### We Open the Door

Looking into the future, our railroad has opened the door of opportunity to a number of college engineering students to work with us during their summer vacations, building up experience that will help them qualify for good, permanent positions with us after they win their college degrees. More than 30 of these young men are working with us this summer, and a number of others, who started with us since the program was launched in 1948, have already moved up into responsible positions.

Another eight have had their college careers and railroad work interrupted by military service, but we are waiting for them to return and pick up full measure of credit for the SP training they have already had.

Need for more college-trained men in the railroad business has been stressed continually by our president, D. J. Russell, who himself studied engineering at Stanford and moved up from timekeeper for a track gang in 1920 to the presidency in 1952 at the age of 51.

### How to Enter

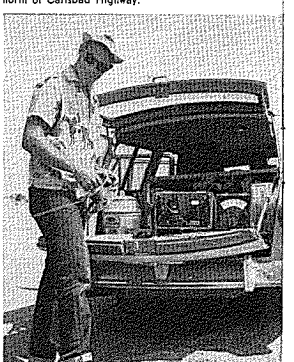
*(The present program to recruit more college engineering talent for the Southern Pacific was initiated by the company with the concurrence of the Association of Railway Technical Employes. It is administered by Chief Engineer W. M. Jaekle and General Superintendent Motive Power S. M. Houston, who cooperate with a number of colleges and universities along our lines. Also active in this effort is General Chairman Beecher Rintoul of the ARTE.*

*(Any interested college engineering student who wants to enter our training program is asked to make application by letter prior to completion of a college year, giving name, place and date of birth, college name, and the number of college years completed.)*

## Our Graduates Like Their Jobs

While engaged in summer work, the engineering students in our employ are classed in four grades,

One of the "graduates" of our training program for young college engineers is James Winston Holt, now a field engineer on the Eastern District of Southern Pacific Pipe Lines, Inc. This photograph was taken while he was working at a test lead in connection with the cathodic protection of the pipe immediately north of Carlsbad Highway.







Discussing level work, completed, are these four young college men now on our Western Division. Ronald A. Bossi, nearest the transit, is from Oregon State College. He has worked on installing CTC in the Cascades and on construction of the push-button yard at Eugene. The others, all from the University of California, are left to right, R. "Dick" N. Heckenlaible of Lodi; Dennis R. Harris of Riverside; and Arthur "Tom" Lewis, of Berkeley, who has graduated from our training program and is now an assistant engineer.

depending upon the amount of their technical college training and railroad experience.

Among the "graduates" of this program are Arthur T. Lewis and C. D. Rodolf, now assistant engineers on our Western Division; D. K. McNear, trainmaster on Portland Division, who is temporarily assigned to a special project in the General Manager's Office in San Francisco; J. C. Strong, engineering inspector now working on the Salt Lake Fill project; B. A. Struthers, assistant division engineer of Tucson Division, and J. W. Holt, now an engineer with Southern Pacific Pipe Lines, Inc.

### Theory in Practice

Said Holt in a recent interview, **"The training program afforded me limitless opportunities to put into practice what I was learning in college. Not only was this program a method of personal confidence development, but also it was a means of fitting myself into a job of challenging responsibility. On-the-job contacts have also proven invaluable."**

### "Varied, Interesting"

Arthur Lewis, one of the first to join our Western Division under this program, in the summer of 1952 was with an SP engineering party surveying the earthquake damage in the Tehachapi Mountains. He also worked, temporarily one winter, to obtain experience as a signalman's helper during severe snowstorms in the Sierra.

When he received his B.S. degree from the University of California in 1954 he won the G. T. Wiscoksil award as the outstanding civil engineer in his class. **"When I entered the University of California, civil engineering was only a means of getting at railroading,"** he said. **"I've got a job which is varied, interesting, and**

**offers opportunities for advancement."**

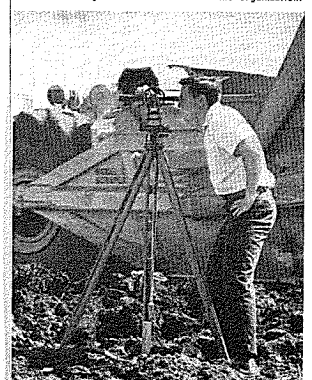
### *Railroad Pay Helps Meet College Expenses*

Income received from working for SP during the summers has been an important help to young men in financing their college studies. John B. Vernon, now an instrumentman on our Rio Grande Division, said that although he was attending Texas Western College under provisions of the GI Bill, he could not have finished except for the money he earned on the railroad. He received his degree in Civil Engineering, June 2, this year.

John, a stocky, blond native Texan, is traveling over the entire Rio Grande Division with a survey gang, resurveying track, preparing for renewal of bridges, checking maps. **"I'm anxious to learn all I can, so I can advance at least to division engineer,"** he declares, with a grin.

Also gaining experience on Rio Grande Division this summer are Barak G. Barnum and James W. Conyers, both of Texas Western.

Joe G. Bergstad has finished two years of his engineering course at Oregon State College and is putting in his second summer of training on our Portland Division. He is shown here on a project of clearing and leveling a large tract of railroad-owned land near Beburg for industrial purposes. Says Engineer Ben Dalp, in charge, "Joe is doing an excellent job." Says Joe, "I was just lucky in getting a foothold in such a fine organization."



### *Great-Grandfather Set the Pattern*

Francis J. Starkey, who expects to receive his B.S. in engineering from UCLA next month, and is working this summer on our Los Angeles Division, was born to be a railroader. His great-grandfather, grandfather and father all were SP men.

Francis says, "The first seven years of my life were spent living in a 60-foot converted chair car. When I was seven I thought the world had come to an end because I had to leave the railroad and start to school.

"From time to time my father was sent out as a foreman on various earth-moving jobs along the Los Angeles Division main line, and when these jobs ran into the summer vacation periods I would go out and stay with him. By watching and helping, I learned.

"I was very fortunate to obtain work with Southern Pacific when I started college in 1953. I found that work and school go hand in hand. At a university you learn only the fundamentals and how to apply them to obtain the answers. By working and going to school you have a better feeling for the subject. I enjoyed my courses of study more than ever before. Everything seemed to fit into place. And my past observations and schooling were a great asset to me when I encountered the enormous variety of problems which face the railroad engineer.

**"Every job presents a different situation which must be conquered by original thinking and decision-making. From Niland to Santa Barbara I have done everything from chopping underbrush to contacting city engineers about drainage. Office work . . . field survey . . . mapping. Mechanical, civil and electrical engineering. There is always something new to learn.**

**"I feel that railroading is a progressing industry with many new opportunities for young engineering students."**

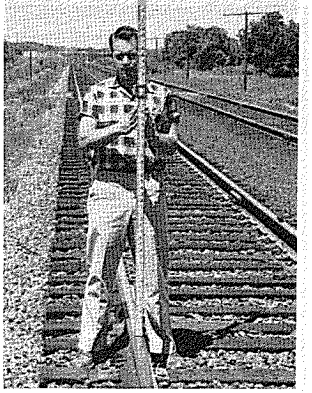
Other college men working on Los Angeles Division this summer —we wish we had room to tell you more about all of them—are Lawrence I. Erdos of the University of Southern California and Donald H. Hillebrandt of the University of California.

### *Korean War Was His Turning Point*

It was while serving in the US Army in Korea that John William Lynch first became interested in engineering as a career. His brother, in our architectural department in San Francisco, persuaded him to try Southern Pacific, and John joined our training program after he obtained his degree from the University of Nevada.

He was at one time a commercial air pilot, but he plans to make the railroad his career.

Among his recent activities on Sacramento Division have been surveying of tunnels and other structures in the Sierra Nevada Mountains, and the planning of activities of maintenance forces so the maximum work can be accomplished in seasons of favorable weather.



Gilbert E. Marriott of Utah State University is now in his first summer of engineering training with our Salt Lake Division. "I was impressed with the program as a means of gaining practical experience while studying for a degree in civil engineering," he says. "It indicates that the company has an eye for the future in developing graduate engineers."

Also doing summer work on Sacramento Division are Brian H. Currie of Stanford and Raymond E. Hertel of the University of California.

### *Many Others Are Training With Us*

Others in our training program are **V. Glen Suth Jr.** of San Jose State; **Robert R. Walton, Dennis R. Harris, R. N. "Dick" Heckenlaible, Paul H. Gilbert, Philip H. Long** and **Wayne S. Osborne,** all of the University of California; **Ronald A. Boesel** and **Joe G. Bergstad** of Oregon State; **Robert D. Weise** of Weber College; **Gilbert E. Marriott** of Utah State University; **Arthur E. Eichorn** and **Marvin B.**

**Hale** of Chico State; **Harold R. Jacobs** and **William W. Peterschmidt** of the University of Portland; **Karl F. McCullough** and **Theodore P. Lynch** of the University of Santa Clara;

**Royce R. Reneau** and **Walker A. Setile** of Stanford; **David D. Sworder** and **Patrick E. O'Brien** of Bakersfield College; **Ronald K. Duplanty** of University of Southern California; **Royal W. Jones** of Los Angeles City College; **Joseph E. Gervasio, John S. Collins, John N. Conovaloff** and **James Barber,** all of the University of Arizona.

*We will tell you about some of these other young men, and more about our training program, in your Bulletin next month.*

## Much Will Be Done In Next Half Hour

IN the next half-hour—and in any other average half-hour of any day—between 500 and 600 freight and passenger trains will start on their runs somewhere in the United States, and an equal number will pull into terminals, their runs completed.

The transportation output of freight trains in this 30-minute period will be the equivalent of hauling a ton of freight more than 35,500,000 miles.

When quantities moved and distances involved are measured, it is found that the railroads are responsible for just about as much commercial intercity freight hauling as all other forms of transport rolled into one.

In the same half hour, passenger trains will produce transportation equivalent to carrying 1,628,000 persons one mile, and they will handle more than 85 per cent of all non-local United States mail.

## Night Streamliners, SF-LA, Are Combined

BEGINNING July 15 our two overnight streamliners on the Coast Line between San Francisco and Los Angeles—the *Starlight* and the *Lark*—were combined into one. There usually had not been enough passengers to justify the operation of two trains, we testified at public hearings.

The combined train, known as the *Lark*, is making all the stops formerly made by the two trains, and is retaining the same San Francisco and Los Angeles arrival and departure times as in the former *Lark* schedule. The *Starlight* was a chair car train, the *Lark* mostly Pullman, and the new train is both chair and Pullman.

In combining the trains we have promised to run a second section whenever volume of business justifies it, and to restore the *Starlight* if studies of our passenger service indicate it should be restored.

This is another case of tailoring our service to fit what the public wants, as shown by ticket sales.




*"They're calling your train. Give this card to Louie in our Los Angeles branch. He'll finish the job."*



## We Expand Airline Ticket Sales Service

BEGINNING July 1 our ticket stations started selling rides on Trans World Airlines, both domestic and international.

The arrangement, effective in 237 communities along our railroad, is similar to that already in effect between our company and United Air Lines, and American Airlines.

SP ticket agents will handle preliminary applications for the airline tickets, and will contact control centers and confirm reservations—on an international basis if requested.

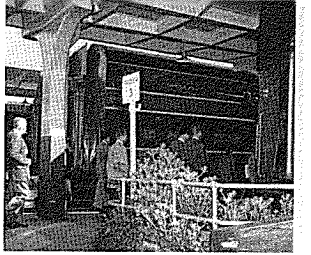
Our airline service is merely an extension of our already diversified passenger service, which has always included information and help on buses, steamships, sightseeing tours, resorts and hotels, in addition to train transportation.

## Safer Way Found To Ship Fragile Pipe

WE have cooperated with shippers of relatively fragile clay sewer pipe in devising a new method of cushioning loads, reducing damage claims by 76 per cent compared with four years ago, according to Frank Reed, container and loading supervisor in our Freight Protection, Merchandise and Station Service.

It was discovered that vertical vibration, rather than end to end shocks, caused much of the trouble. Now the pipe is loaded on a wooden cradling on the car floor, with cushioning of corrugated fibreboard between the layers of smaller pipe, and the entire load is wired down.

The new method costs no more than former packing methods.



**LAST OF THE 21 NEW DOUBLE-DECK CARS ordered in 1956 for our San Francisco Peninsula commute fleet—raising the total to 31 such cars at a total cost of more than $5 million—were completed last month by the builders. Here some of the double-deckers are seen on three trains being boarded by homeward-bound commuters at our Third and Townsend station, San Francisco. A total of eight commute trains depart within a space of 21 minutes, daily except Saturdays and Sundays, and half of these now include the sleek new cars. Train nearest the camera is a solid double-decker.**

## Compartmentizer Cars In Service

TO meet the increasing need for specialized equipment we recently put into service 100 new insulated compartmentizer box cars equipped with rubber draft gears.

In this type of car, each consignee's portion of the load is protected behind a set of gates. These gates are suspended from a trolley running the entire length of the car. The gates are simply moved against the cargo and locked to prevent shifting.

The permanently installed adjustable gates make dunnage unnecessary. This permits faster loading and unloading and leaves the car clean after unloading, so the car can return immediately to service.



SCENIC VIEW OF "PIGGYBACK" TRAIN SKIRTING PACIFIC SHORE.

# SUN, SEA AND PROSPERITY

## *Los Angeles Division Serves Fastest Growing Area in USA*

TWO elderly men were sitting on a sun-warmed bench in Pershing Square, Los Angeles, reading the morning newspapers.

"What in bluetailed heck is going on around here, anyway?" one of them asked suddenly.

The other looked up. "What do you mean?"

"Why, this town, that's what I mean." He rattled his newspaper indignantly. "Getting too big for its britches. People flocking in here every day like they were all escaping from a refugee camp or something. Why in bluetailed heck can't they stay where they come from, I'd like to know."

"Why, Frank, this is southern California," the other man chuckled. "Fastest growing area in the USA."

"Dang it, I know that! I can *read*. I got eyes." Frank scowled at his friend. "But where're they going to put them all? Man can't throw away a burnt match around here without hitting a crowd of people. Can't even sneeze without six or seven folks saying 'Gesundheit!'"

"Pretty bad, all right," the other agreed, then slyly added, "You come from the East someplace, don't you, Frank?"

"Yep."

"Ever think of going back home yourself?"

"What?" Frank glared. He rubbed his chin and said, "Course not, dang it. It's too blasted cold there." He pushed his newspaper high to shield his face from the other and growled, "Man can't even make a remark around here without it taking a personal turn."

His friend laughed. The two were silent then, grateful for the California sun that warmed them in these, their retiring years.

That same sunshine that touched Frank and friend, also beat down upon the source of Frank's indignation—the millions of people now living around Los Angeles.

Love of sunshine is universal. In an unprecedented migration toward the sun, hundreds of thousands of people have been pouring into southern California since World War II, like sand through an hour glass.

And in this balmy climate, industry is booming. Old factories and plants are expanding; new ones are springing up by the hundreds.

Raw materials must be transported to these industries; their finished products must be carried to outside markets.

This is where the men and women of our Los Angeles Division come in. They are there to serve this incredible area. It's *some* challenge!

From Alameda Street in Los Angeles, for example, our rail sidings and spurs shoot out every block or so to connect with industries, like bones of a fish sticking out from its spine, carrying SP service into one of the busiest industrial sections of the city.

Because of heavy vehicular traffic, rail movements along this street are restricted to a few hours a day, during the off-peak hours.

Working on Alameda, spotting cars, moving strings and cuts toward the freight terminal in the few hours allotted daily, requires split-second timing and a goodly portion of railroading know-how.

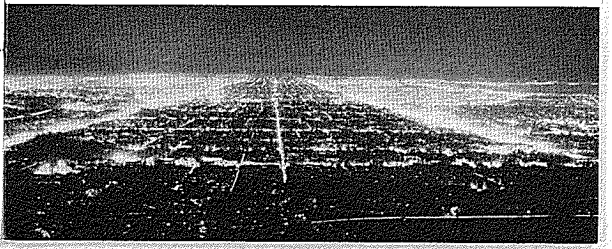


PAUL D. ROBINSON
Superintendent

It's not only on Alameda Street that we do our railroading through the heart of the vast city. Los Angeles Division tracks (along with those of Pacific Electric) cover a considerable portion of the Los Angeles area.

To relieve the congestion in the Los Angeles yards as much as possible, a by-pass line was built from the main line at Puente, completed in October, 1954, at a cost of approximately $4,300,000. Now a large volume of carload freight moving to and from the Los Angeles area harbors and adjacent

LOS ANGELES—CITY THAT NEVER SLEEPS—SPARKLES NIGHTLY





industrial districts by-passes the LA yards altogether.

The industrial scene in southern California is in constant flux. These days, more and more industries are decentralizing—moving to the outlying districts. Keeping up with them is like holding a tiger by the tail. You don't know which way he's going to go, but you like to be ready so you can go with him.

## *The Pictures*

Shown on these pages are just a handful of the capable men, who in various capacities, keep everything running smoothly along Los Angeles Division. At top of this page are (l-r) Tom Hartigan, district freight agent, Santa Barbara; Ed Hillings, agent, Northridge; H. E. Allen, assistant freight agent, Los Angeles Freight Station. On opposite page, top, are George Bridges, assistant chief timekeeper, District Timekeeping Bureau, LA; Arnold Bays, assistant superintendent; George Townsend, trainmaster, Santa Barbara. Bottom row, opposite, are Charles McGann, district passenger agent-public relations, Santa Barbara; Lou Paddock, assistant chief clerk to supt., and *Bulletin* editorial representative, LA; Dan Boykin, terminal superintendent, Los Angeles.

In the desks of the superintendent and other officials, there is a thick 119-page book, "Los Angeles Terminal Industry Directory," which lists the names and locations of all the industries served by the Los Angeles Division. A glance through this book indicates the volume of business being handled. It's staggering.

Materials carried by our freights from the area include practically everything — from airplane parts and automobiles to beer to caskets . . . right on through the alphabet . . . to zinnias.

Los Angeles Freight Station and 24th Street Station office forces process an average of 175,000 waybills each month.

The LA terminal is one of the largest in our system. It extends from Burbank Junction to the Main Yard, thence to Alhambra, and to the Harbor and to the Pasadena Branch. It contains 600 miles of track and has a capacity of 10,-099 cars.

Sixty yardmasters and 900 switchmen are required to handle the 4,000 to 6,000 cars a day that move through the terminal inbound and outbound.

A through freight train arrives





or leaves the terminal on the average of every 30 minutes around the clock. Between 12 and 15 locals are moved in and out of Los Angeles every 24 hours.

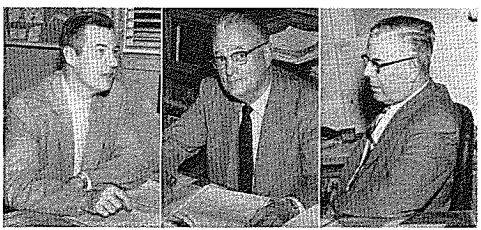
### Many Trains

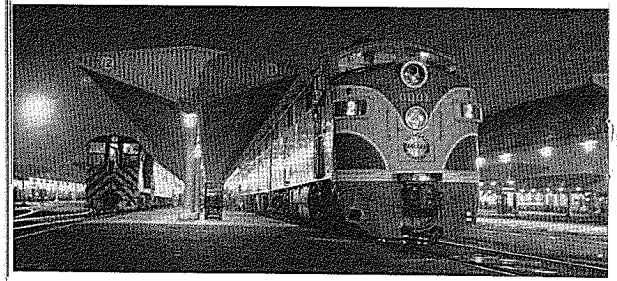
The terminal is important not only as a kick-off place for freight trains leaving Los Angeles for north and eastward runs; but also as a break-up point, where trains coming in from El Paso are broken up and made into new trains before being sent north. Freights arriving from San Francisco and Roseville are re-assembled here, too, before heading for the east.

Another big operation at the terminal is the piggyback trains which depart from Los Angeles on scheduled runs to San Francisco and Arizona. Piggyback trains arrive in Los Angeles from San Francisco and Arizona in the mornings.

There's a lot of pretty country down Los Angeles way, but as Asst. Superintendent Arnold Bays says, "Who's got time to look?"

Even though the main lines of the Los Angeles Division are shorter than some of the other divisions, it has become one of our most outstanding divisions in point of revenue. (Los Angeles Freight Station and 24th Street Station alone





SUNSET LIMITED BEING READIED AT LAUPT FOR EASTWARD JOURNEY

average a gross of $96 million a year.)

**Almost Left Out**

Ironically, in the beginning we almost didn't build rails into Los Angeles. Last century when the Big Four were planning a route through southern California they thought it would be practical to lay their rails several miles east of Los Angeles—then a village of 10,000. At that time, steamers and sailing vessels seemed to be serving the area adequately. The Big Four planned the most direct and cheapest transcontinental route, which would have been through the Cajon and San Gorgonio passes to the Colorado River.

They figured they could build a branch line into Los Angeles at an indefinite later date.

But even then, the City of Angels had its boosters. They wanted the railroad to come direct to their city with its main lines. They talked it up; they met time and time again with our railroad officials; they aroused the LA citizens to persuade us to change our routing. The boosters won.

On September 5, 1876, a "last spike" was driven at Lang, linking Los Angeles to San Francisco.

From then on, Los Angeles began to grow. Within four years our lines extended all the way to New Orleans, along the famed Sunset Route.

When oil was discovered around Long Beach, our railroad became the oil companies' biggest local customer. We needed the fuel for our then oil-burning locomotives.

So through the years, Southern Pacific has worked with southern California; each has helped the other to expand and prosper.

Our Los Angeles Division is one of sharp contrasts. At its heart is vast Los Angeles and environs, with its millions of people, industries, freeways, clamor and street sounds around the clock; at its north end is Santa Barbara, serene city of beaches, palm trees and gentle sea breezes.

The division is very big in the



serving of southern California industries; but it also enjoys considerable revenue from the hauling of perishables — oranges, lemons, especially — from many important producing areas.

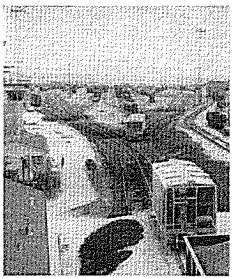
It originates a heavy volume of perishable and other traffic on the lines extending eastward through the Coachella and Imperial Valleys.

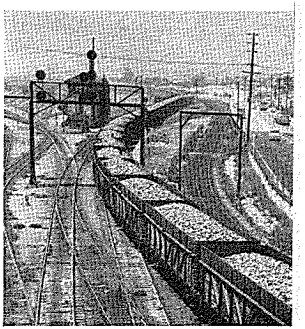
**The "Super"**

Head man of the division is Paul Robinson, a tall, broad-shouldered man with a sure and inquisitive mind. He's a highly informed gentleman who's interested in every phase of railroading, and in the 5,200 men and women of the division who work with him.

Robinson, who has been with SP since 1935 when he joined as a mail and express handler, has been transferred 19 times during his upward climb. He has been superintendent of the LA Divi-

Trains being made up at Los Angeles terminal, one of the largest in our system. Yardmasters in tower at left see that all runs orderly.





A sugar beet train moves through small southern California community to refining factory.

sion since March of 1954. Prior to that he was top man of the Rio Grande Division for six years.

He attributes the success of the smooth-running division to the high quality of his staff. "Each man knows his business," Robinson says.

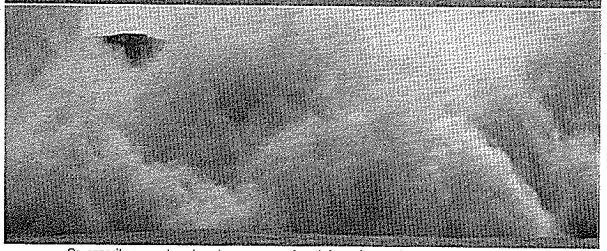
Working in conjunction with, although not a part of, the division are the Los Angeles General Shops which keep the diesels and cars in good running condition. (More about the Shops in a future issue of *The Bulletin*.)

Down in southern California the experienced railroaders of the Los Angeles Division are meeting the challenge of serving the fastest growing area in the nation.

And like it or not, old Frank sitting in the sun in Pershing Square is going to have to get used to all the people in Los Angeles.

They're there to stay.



On opposite page, tunnel workers are removing their equipment from one of the rock quarry tunnels which was filled with explosives for the big blast. Top view shows the mountain exploding. Arrow points to dump trucks lined up to protect nearby structures. Bodies of the trucks are in dumping position to present a solid barrier against possible flying rocks. Bottom view is of the same spot a few seconds later as the dust and smoke are still rising, hiding the buildings and trucks completely.

## Mountain Shattered For Salt Lake Fill

A MOUNTAIN near Great Salt Lake, in Utah, swelled up and shattered into 3 million tons of crushed rock for us the morning of July 22, in the biggest non-atomic blast ever set off in the United States.

Movie and still cameras recorded the spectacle, while news men, construction engineers and others watched from a safe distance. Later, millions more saw the explosion pictured in their newspapers, by television, and on theater screens throughout the country.

Soon after the dust settled, Morrison-Knudsen company crews began the work of moving the great new rock pile by truck, conveyor belt and barge. It will become part of the 13-mile fill that will begin carrying our trains across the lake in 1960, replacing the world's longest railroad trestle.



Construction of the fill has been under way since June, 1955. There have been other blasts, but this was the biggest.

### Explosive in Tunnels

For weeks prior to the tremendous explosion the workmen had been drilling tunnels into the solid rock of the mountain. These tunnels were then packed with a total of 1,790,000 pounds of explosive, according to William M. Jaekle, our chief engineer. Superintendent M. A. McIntyre of our Salt Lake Division had the honor of closing the electric switch that blew up the mountain at 10:30 a.m., exactly on schedule.

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***More than 1½ million*** carloads of perishable food products move over the railroads of the United States each year. Included are fruits and vegetables, fresh meats and other packing house products, seafoods and dairy products.

## PMT Driver's Skill Halts Runaway Trailer

JOSEPH VENTURINI, a PMT driver for ten years, was driving his rig along Sherman Way in San Fernando Valley one day last month when he saw a motor vehicle on the road ahead of him lose its small trailer.

The trailer, loaded with a garden tractor, narrowly missed the opposing traffic as it rolled to the far side of the street, bounced off the curb and headed back toward Venturini's side.

Realizing that the trailer was making a beeline for an unsuspecting motorist moving ahead of him in the far lane, Venturini, with rare presence of mind, went to the rescue.

He speeded up his truck, and judging accurately where the runaway would hit the big rear wheels of his PMT trailer, he stopped his vehicle at the exact spot to make a neat interception without damage to his own equipment.

A witness phoned our PMT dispatcher in Los Angeles to praise Venturini for being "a real good shortstop."



# Let's Play Post Office!

"GET comfortable and we'll tell you how to play Post Office," reads a catchy phrase from a pamphlet currently being circulated throughout our railroad.

Compiled by John Detlor, supervisor of training and development, the pamphlet, *"We've Got a Problem,"* is a plea for us to cut down on our company postage bill.

In 1945 we had to pay the government $245,570 for postage. Now this figure has grown to $425,000 annually, and with the recent increase in postal rates, we'll be handing Uncle Sam another $142,000 a year.

Whenever possible, we should always use RRB (Railroad Business) mail for sending intra-company and connecting railroad cor-




respondence—it doesn't cost us anything for postage.

The pamphlet describes the several types of RRB mail (regular company mail, mailgrams, airgrams and railroad registered



**IN WHOSE ZOO? Sad Sam is only nine feet tall. He's sad because he had to say goodbye early last month to Hortense, Hermina and Helen—fellow giraffes who had accompanied him from Kenya, West Africa, to San Francisco. From San Francisco he alone rode in one of our piggyback trains southward toward San Diego zoo. We treated him well, and we hope he grows up to the full 18 feet expected of him and doesn't worry too much about whose zoo Hortense, Hermina and Helen land in.**

mail) and explains the purpose of each and when it should be used.

United States Mail should only be used in corresponding with someone outside the company and to points not covered by RRB mail. The pamphlet contains several tips on how to use the US mail economically and advises us to "Think before you mail."

It is possible to cut down on postage just by sound judgment. "If everyone in the company saved just 3 cents a day in postage," states the pamphlet, "that would amount to more than $2,000 in just one day.

"But it's up to the individual—YOU!"



**YOUR HEALTH**

# *Heart Trouble?*

YOUR heart is one of the toughest—perhaps the toughest—organ in your body.

If you keep your weight down, keep your body well conditioned through regular—not violent or irregular—exercise, and if you go to your doctor at least once a year for a checkup, your heart should carry you well beyond the age of three score years and ten.

**Your heart is a powerful muscle. In an average lifetime it generates enough energy to lift the Battleship Missouri 14 feet into the air.**

Most of the deaths caused by so-called "heart disease" are due to hardening of the arteries and to high blood pressure.

Hardening of the arteries is a process in which the inner lining of the arteries becomes thickened and roughened by deposits of a fatty substance from the blood stream. Small chunks of this matter may break away and flow along the blood stream. If one of these floating chunks becomes wedged in a narrow spot it may cause a stoppage of the blood flow. This is known as a blood clot or "thrombosis," producing a heart attack (coronary thrombosis) if the stoppage is in an artery feeding the heart muscle, or a stroke (cerebral thrombosis) if the stoppage is in an artery feeding the brain.

What causes hardening of the arteries? Probably there are a number of contributing causes. We are fairly sure that overweight is one of them, and some experts say that a high-fat diet—particularly animal fats—is one of them. Hardening of the arteries is not necessarily caused by old age.

High blood pressure is a result



**THANKS to one of the agencies of the San Francisco Bay Area United Crusade, Glenn C. Annis, a painter with our B&B gang at Martinez, California, saw his 2-year-old son Donald come back from what seemed certain death last month. Pictured is Donald taking his first food by mouth in 30 days from a spoon held by his mother. He had been in the Children's Hospital of the East Bay (a United Crusade agency) since June 2, after he had been crushed in an automobile accident. The hospital is one of many agencies that will share in the money raised by the Crusade in its October drive for funds.**

*—Hal Matson photograph*

of the arteries constricting, forcing the heart to work harder to force blood through "smaller pipes." All causes of high blood pressure are not yet known, but we do know that some cases can be corrected by surgery and that there are drugs which is taken continually, under advice of your doctor, will keep the pressure down. This, too, is not necessarily an old age condition.

**If you are fearful of being a heart disease victim, take heart!**

Just be sensible in your living.

*By VANCE M. STRANGE, M.D.*
*Chief Surgeon*

# "I'm Glad I Fled to America"

By **BELA VADASZ**
Hungarian Refugee
(SP Draftsman at El Paso)
*As Told to Tona D. Prewitt*

WHEN the Russian invasion of Hungary broke out everything was at first confusion. Later we railroaders went to our offices, but only to talk — we performed no work. On the 17th of November, when I saw no hope, I decided to try to escape.

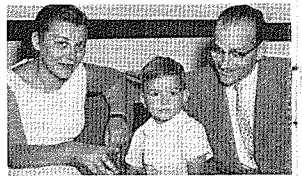
I knew this would be particularly difficult for my wife and me, because in 1949 we had previously tried to escape and had been caught, and had spent our honeymoon plus several months in jail. It is more difficult to escape once you have been caught. Closer watch is kept on you.

However, on the 18th of November, 1956, we started out again, carrying only a few articles of clothing for my son, and leaving all our other personal possessions behind.

### Head for Border

After changing trains several times, and receiving the assistance of the Hungarian Railroad employes, we were able to get close to the border. We were given refuge in the stations. Everyone was very helpful.

From the village of Fertoszentmiklos a truck transporting agricultural laborers to work picked us up and carried us. This was a great help, for when I was walking it was necessary to carry my 3½-year-old son on my back, and we did not know at what moment we would be fired upon, or just what might confront us. The farmers in



Refugees from the Russian invasion of Hungary, now happy in their new Texas home, are Bela Vadasz, his wife and their son, Bela, Jr. A graduate of the Budapest University of Technology, the father is now happily employed as a draftsman on our Rio Grande Division.

that region warned us where the Russians were and helped us to hide until the way was clear.

### Patrolmen Help

We reached the border where a crew of Hungarian Border Patrolmen were stationed. Because they were only privates and corporals, they helped us cross. They watched the area closely through their binoculars, and seemed to be as fearful of their superior Hungarian officers as they were of the Russians.

After we crossed, we again had to walk several miles. It was cold, but I soon discarded my railroad uniform, not needing it any longer.

### Off to America!

With the assistance of the Austrian people we went to Salzburg. In about two weeks we got our papers in order and made arrangements through the American Consulate for transportation to the United States by way of Iceland and Canada.

We finally reached El Paso where Mr. Stephen Szoke, a former schoolmate of my father, resided. Fortunately Mr. Szoke brought me to the employment office of the Southern Pacific, and I was given a job with this company. I felt I would be happier in a job similar to the one I had in Hungary.

Over there I was head construction and planning engineer.

### Better Living

The salary I receive here as a draftsman permits us to maintain a much higher standard of living than the combined earnings of myself and my wife—who worked as a bookkeeper in Hungary—permitted us to maintain there. In Hungary, in order to buy a television set, a camera, or a typewriter, a family would have to save for years before even one of these items could be purchased, but here we can have such things on my earnings alone.

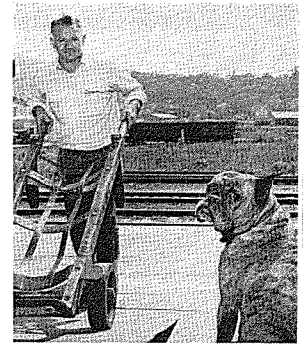
### Wonderful Country

I do want to say it is wonderful to live in this country. I dreamed that people would assist us, but never did I think that we would receive the sympathy and assistance that we have been given.

I am very happy to be working for this company. Although my job is not such an important one as the one I held in Hungary, the employes with whom I work, and the supervisors, have been most helpful, and they tell me I will have an opportunity to advance to a more responsible position, which I am certainly going to try to do.

### Will Be Citizen

I enjoy my work here, my home, and the freedom that we have. I am looking forward to the time when I become a citizen of these United States, which I shall do as quickly as possible.



**NOT ON THE PAYROLL, but she's missed only seven days of "work" at the Northwestern Pacific freight shed in San Rafael in the past six years, reports William L. Earle in the *San Rafael Independent-Journal*. Her name? Lady Busa of Larrimore, granddaughter of a champion boxer. She follows her master, left, Triumphant ("Butch") Dell'Era, warehouse foreman, wherever he goes. "She was the runt in a litter of nine, but I love her," says Butch with a fond glance at his ever-present "shadow."**

*—Ken Molino photo for Independent-Journal.*

## Average Hourly Pay Is 156 Ton-Miles

IN 1939, says the Association of American Railroads, the average railroad had to carry a ton of freight 79 miles to earn enough money to pay an hour's wages to the average railroad employe.

In 1956 it was necessary, on the average, to transport a ton of freight 156 miles in order to earn enough revenue to pay the average hourly wage of a railway employe.




Addressing top Japanese railroad men who came to the United States last month to observe American railroads was W. D. Lamprecht, our general manager. As he spoke to our Oriental visitors in English, his remarks were translated simultaneously into Japanese by the two interpreters in the center of the picture. The interpreters spoke into hand microphones and the Japanese listened to them through earphones. Seated beside Lamprecht is Godfrey Lyon, asst. engineer maintenance of way and structures. Also present to answer questions was S. M. Houston, our general superintendent motive power. What's that written across the top of the page? Why, it's Lamprecht's translated greeting: *"Welcome to Southern Pacific."*

# Visitors From Japan Study Our Railroads

WE were host last month to ten representatives of Japan Railways who have been in the United States on a six-week tour of railroad facilities.

First official stop on the itinerary of the Japanese was our General Office building in San Francisco where General Manager W. D. Lamprecht addressed the group, telling them something of our railroad. His remarks were translated into Japanese by interpreters present.

Called the "Japanese Railway Industry Productivity Study Team," and composed of management, labor and technical representatives of Japan Railways, the group came to our country under the auspices of the International Cooperation Administration, Washington, D. C. The study program was arranged in cooperation with the Association of American Railroads and labor associations.

Purpose of the visit was to observe those factors and measures adopted for promotion of high productivity of the railway industry in the United States.

Upon its return to Japan this month, the study team will make recommendations for improvements in their railroads that appear adaptable to Japanese conditions.

### They Inspect Facilities

Following a two-day inspection of SP facilities in the San Francisco area, the Japanese visitors rode the *Coast Daylight* to Los Angeles where they toured our shops, stations, offices and yards and spoke to labor and management representatives there.

From Los Angeles, the study team headed east to continue their observations of American railroads.

### Visitors From India

Also visiting our facilities recently were eight top railroad men from India who came to the United States to observe the operation and maintenance of diesel locomotives.

The Indian government, which manages all rail service in India, plans to dieselize its freight service, which heretofore has been powered by steam locomotives.

Itinerary of the visiting Indians included tours of our property at San Francisco, Bayshore Shops, Bakersfield, Oakland and Sacramento.



## *Mystery Girl*

WE received so many requests (by male, of course) for the identity of the pretty girl on our cover last month, that we decided to end the mystery.

She's Mary Ann Arras, 18, of Boulder Creek, also known as "Miss Santa Cruz County."

## Siamese Smells Smoke; Saves Sleeping Family

JOHNNY, 11-year-old son of Printer Machine Operator Lester Hawkins of Portland, was slumbering peacefully, when "kerplunk" the family Siamese landed smack on the middle of his stomach.

"Hey You," he yelled, for that happens to be the cat's name, "what's the idea?"

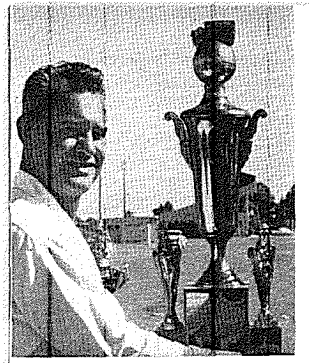
Seconds later his question was answered, for he smelled smoke and heard the ominous crackling of flames.

Quickly Johnny rushed to awaken his parents. They called the fire department.

There was considerable damage to the Hawkins home—but had "Hey You" not been on the job, the night might have ended in tragedy.




"IF IT WEREN'T FOR ALL THOSE SAVINGS BONDS YOU OWN, ALVIN, I'D BREAK UP WITH YOU THIS VERY SECOND!"



JOHN MORGAN AND TROPHIES

# PMT Driver Is Roadeo Winner

OUR own John Morgan, PMT driver from Vallejo, won the state championship of the light semi class in the annual State Truck Roadeo held at Fresno this summer.

He put his big rig through maneuvers that would challenge the skill of an average driver with a small car, and came home with the handsome trophy donated by E. C. Van Horn, director of safety for the Transport Indemnity Company, and other trophies donated by the California Trucking Association and the State Harbor Commission.

John has held the Northern California championships in previous years. This was the first time he reached the top.

PMT's other contestants in the state finals barely missed championships. Drivers Archie Brantley and Ken Clark of Oakland tied with a driver of another company for first place in the heavy semi class. In the run-offs Clark came in second and Brantley third.

PMT's Bill Rutherford of Vallejo, state straight truck roadeo champion for six straight years, ran up the highest score of the day in his event, and then ran out of time.

## *"Sunset" Was Our First*

IN our May issue we published the statement that *Sunset* was the first magazine published by Southern Pacific, in 1898.

This was challenged by Franklin G. Spencer of Burlingame, who said he remembered another publication, *The Traveler*, of several years earlier. So, in June we asked our readers to help us set the record straight.

From far away Guadalajara, Mexico, comes the answer. John A. Small, former president of the Southern Pacific of Mexico, in retirement there, writes to say that he remembers distributing thousands of copies of *The Traveler*, and that it could not properly be described as a magazine. It was an advertising folder, he says.

Another answer came to us from far away Ohio. Retired General Agent Edmund C. Cook, living at Springfield, also says that we were right.

*Sunset* apparently still ranks as our first magazine, and *The Bulletin*, in 1913, as our second.

# Conference Car in SF For Summer Sessions

HOB FERGUSON and his Conference Car have settled down for the summer on a siding in San Francisco, and officers and supervisors from the General Office are attending three-day conference training courses in the "traveling class-room."

Ferguson has been conducting human relations and management development courses along our lines since 1945 and is recognized nationally as an expert in the field. With him temporarily last month was his associate, Murray Finley, who is engaged in similar work on the T&NO.

Hob and Murray obviously enjoy their work. They laugh easily and approach each problem with zest. Their energy is highly contagious. After a few hours, each new group of 25 "students" is participating enthusiastically in the conference discussion.

Perhaps the most important result that participants get from the course is an increased realization that there are not one, but many possible solutions to any given problem of supervision. Choosing the best approach depends on the supervisor's mental flexibility and how well he understands his people and why they react as they do.

Beyond this better skill at problem solving, he learns something of psychology and the mind's potential and the importance of semantics (the use of the right words to make his meaning clear to his listeners). He receives a better insight into himself.

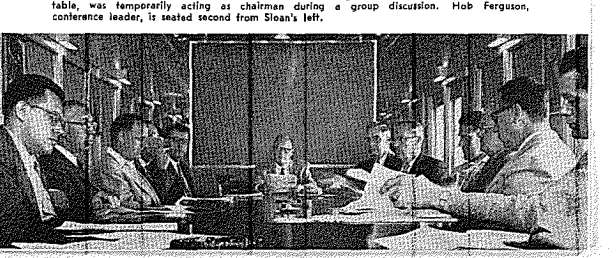
He gains self-confidence by participating in the group discussions. By role playing and by acting as a conference leader he learns to express himself well.

As the hours and days of the course progress, each man acquires new respect and liking for the others grouped around the table.

When the course is over, many of the participants further their knowledge by reading some of the books Hob Ferguson recommends. Their minds, stimulated by the course, will continue to dwell along new lines of thought. Their horizons have been broadened.

Over 400 officers and supervisors from the General Office will participate in the conference training program before Hob and the Conference Car move out again over all of our divisions.

In groups of twenty-five, officers and supervisors from the General Office are attending three-day conference training courses in the Conference Car at San Francisco during the summer. When this picture was taken, L. W. Sloan, assistant manager of personnel, seated at head of table, was temporarily acting as chairman during a group discussion. Hob Ferguson, conference leader, is seated second from Sloan's left.



# SP Family at Home



*By* **GENEVIEVE CALLAHAN and LOU RICHARDSON**
*Nationally known writers and consultants on foods*

## STEP OUT WITH SUMMER

NOW's the time to get out of the old rut and enjoy living at its best. Let's step things up! Okay?

## STEPPED-UP STRAWBERRY PIE

The recipe for this dessert comes from Florence Tucker of Bakersfield. Florence works in a Steno Pool in the Supt's Office.

To make her pie, here's what to do. First, make a 9-inch pie shell. Bake it. When cool, fill it with halved strawberries. (Takes about 2 boxes for a good pie.) Now, in a saucepan mix together ¾ cup sugar, 2 tablespoons cornstarch, ¼ teaspoon salt, and 1 cup water. Cook over low heat until thickened and clear—10 to 15 minutes. Add a little red food coloring. Pour this glaze over the berries. Chill. Just before serving, top with puffs of whipped cream.

## STEP UP YOUR STARCHING

Chances are you do starch your clothes the modern way—that is, with long-lasting starch that stays in for several washings. For perfect results, here's what to do:

1. Wash clothes thoroughly and rinse well.

2. Wring or spin as dry as possible.

3. Squeeze garments through starch solution several times, wring out, then shake out all folds before hanging to dry or putting into dryer.

4. After starching, let articles dry completely. To iron, dampen very lightly. If you use a steam iron, don't dampen at all.

5. Set your iron one notch cooler than you would normally for the fabric to be ironed. Remember, your garments won't appear to be stiff until you iron them. The heat brings out the stiffness and the finish.

## STEP UP PLASTICS

Have you ever counted the number of plastic furnishings you have in your house? You'll be surprised! There's that Formica or other laminated surface on your kitchen cabinets; the plastic covers on the dining room chairs; those new Venetian blinds; maybe an imitation marble on your fireplace. And ever so many other items.

Now that you've thought about those plastics, here's a thought about keeping them clean and shiny. The authorities say: Don't wash plastics with sharp abrasives! Try wax instead. One good way is to wring a soft cloth out of cool water dry as possible, then fold the damp cloth to make a thick pad, work a little wax into it and rub the surface to loosen soil and remove fingermarks. While the wax is slightly moist, polish with a soft, dry cloth.

## STEP UP THOSE SNACKS

- Add crumbled cooked bacon to deviled eggs. Wonderful eating!
- Mix 2 or 3 kinds of chips together to serve in a big bowl. For example: plain potato chips, corn chips, and barbecued potato chips make a swell combination. Add cheesed chips and you have still another taste thrill.
- Add a little crumbled Roquefort cheese to cottage cheese for salads or snacks. Just right to eat with buttered rye bread and radishes.
- Mix small marshmallows with raisins and salted nuts to make a sweet treat that is different and good.
- Add a little charged water to all sorts of cold drinks—even to iced tea. The bubbles make the drink seem cooler, more refreshing.

Yes, indeedy, now's the time to step up and enjoy summer living.





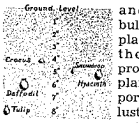


# SP FAMILY GREEN THUMBERS



By STELLA PERKINS
*SP Garden Editor*

NOW that the foliage of the spring bulbs has turned yellow, it is time to lift and store the bulbs in a cool place. Replant in the fall. The proper depth of planting is important. See illustration.




August is a good month to divide iris. You can also start a new lawn.

On the west coast—feed fuchsias fish emulsion. Spray foliage mornings and evenings with water. Divide and replant primroses.

South—mulch trees and shrubs, such as camellias, rhododendrons and azaleas.

After berry brushes have finished bearing cut canes at ground level and burn. New canes will bear next year.

* * *

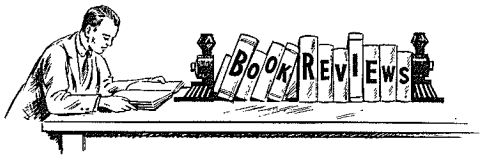
Mrs. C. E. Piersall of Nevada wishes to know if the sow bug is harmful to the garden. The sow bug, pill bug or wood wart feed on the tender roots of small plants.

* * *

Mrs. Eva S. Crispino wishes to share garden experiences with other gardeners. Her address is c/o Southern Pacific Company Staty. Store, 509 Bay Street, West Oakland, California.

* * *

*Your garden editor will welcome your letters.*




## Between Bookends

**In Search of the Golden West. The Tourist in Western America,** by Earl Pomeroy. The story of the upbuilding of the American West. Includes picturesque data about transcontinental rail travel aboard the Pullman cars of the 1870's and 1880's. Points out that tourist travel in the West dates from the completion of the first transcontinental railroad in 1869 and the construction of luxurious resort hotels in the decade following. *(Alfred A. Knopf, Inc., $5.00.)*

**The Railroad Station,** by Carroll L. V. Meeks. A study of railroad stations of the world by an architectural historian. The massive stone terminals, the glass and metal sheds, the conservative and pioneering stations of past and present are surveyed. *(Yale University Press, $7.50.)*

**Short Line Junction,** by Jack R. Wagner. Histories of seven short-line railroads—California Western, Yreka Western, McCloud River Railroad, Quincy Railroad, Sierra Railroad, Nevada Northern, and Nevada Copper Belt. *(Academy Library Guild, Fresno, California, 266 pp. $4.75. Deluxe edition $8.)*




*"SOME PEOPLE JUST DON'T BELIEVE IN SIGNS."*

## Everyone Interested In U.S. Railroads

OWNERSHIP in railway securities is so widely distributed that nearly every family in the United States may be said to have a financial stake in the railroads.

One has a financial interest in the railroads if he is among nearly 900,000 railroad stockholders or close to 1,000,000 railroad bondholders in the United States.

One has a financial interest in the railroads if he is among the millions of citizens who own life insurance policies or have deposits in savings banks or trust companies, for these institutions have a substantial share of their funds invested in railway securities. One has a financial interest in the railroads if the taxes which he pays help to lessen his own tax load.



## *Have More Fun This Summer*

PLAY it safe, and have more fun this vacation season.

Don't expose yourself to too much sunshine. Sunburn can make you miserable, and sun stroke can be worse.

If you haven't been on a horse for some time, take it easy at first!

Know your swimming ability and stay in an area safe for you. Learn some of the simple rules of life-saving in case you are called on to help others.

Take a first aid kit if you go into the wilds, and perhaps a spare fan belt for your car, as well as cans of water and gasoline.

Wear sensible clothing.

Learn to recognize poison oak, and stay away from other natural hazards such as places where you might slip or fall.

Don't overdo in any kind of exercise.

Come back happy and relaxed!

## Stores Now Part of Purchasing Dept.

EFFECTIVE August 1 our Stores Department is transferred from jurisdiction of our Operating Department to that of our Purchasing Department.

The announcement was made jointly last month by W. D. Lamprecht, general manager, and M. C. Nystrom, general purchasing agent —system.

## NAMES IN THE NEWS

***Fred G. Seig,*** San Joaquin Division conductor, has been granted leave to accept a position as special representative in the office of vice president of the Association of American Railroads, Washington, D. C. He had been local chairman and legislative representative of the ORC&B. An active railroader for 40 years, with SP since 1926, he and his wife will make their home in the national capital.

***John E. Doyle,*** retired, of Tucson, was given a plane ride at San Diego last month as fulfillment of a promise the Navy made to him when he was a conductor on our Tucson Division in 1931. At that time he saw three Navy planes circling overhead, apparently trying to locate a landing field that was covered with weeds. Waving a white paper, Doyle ran onto the field and guided them to a safe landing. Last month, visiting San Diego, he was given a "honey of a flight."

***Richard M. Murdock,*** SP engineer who lives in Walnut Creek, California, has two spare-time hobbies that pay off. As a free-lance writer he has sold 16 stories to national magazines. As an entrant in contests, he has won six prizes in the past six months, the latest being a brand new 4-door hardtop in which he and his wife, daughter and two sons will soon be riding.

***Ralph and Erva Ahlstrom*** of our Timekeeping Bureau and Superintendent's Office, respectively, Los Angeles, are proudly boasting that their 12-year-old sixth grader son

Jon won first prize in the recent statewide American Legion Auxiliary essay contest on "Americanism." He'll try for national honors.

***Simeon T. Webb,*** 83, of Jackson, Tenn., who was Casey Jones' fireman on the famous run of the Cannonball Express in 1900, died on July 14, we learn from an Associated Press dispatch.

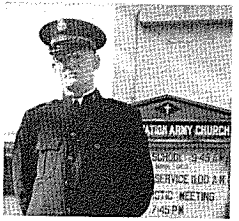
***Walter Reich*** and ***Raymond Morris, Jr.,*** Stockton drivers for our PMT, heard children screaming next door to Reich's home and went to investigate. A four-year-old boy had slipped back into a private pool while trying to get out. They rescued him and applied artificial respiration until the fire department resuscitator squad arrived. Thanks to their alertness his life was saved.

## PENSIONERS

**Charles Warner,** train baggageman who retired on Salt Lake Division in 1952, is busy seeing the world. A recent postcard placed him in Zurich, Switzerland, but he was flying so fast that he probably has seen Munich, Frankfurt, Berlin, Amsterdam, Brussels, Paris, London and Dublin since then, as scheduled, for all we know.

**E. E. "Babe" Earl,** retired Los Angeles division engineer, and his wife are booking passage and making reservations for a global tour that will begin next April. He was division engineer on San Joaquin division for many years prior to moving to LA Division.

*(If any of you retired SP employes have interesting news of your activities, the editor will be glad to hear from you.)*




BILLY NORTON

## Billy Still Busy Nine Years Later

WHEN W. A. (Billy) Norton of Bakersfield retired as an engineer in 1948 after 42 years' service with SP, he felt a gnawing disappointment at no longer being active in an organization serving humanity.

His desire and search for useful activity eventually led him to the Salvation Army, and having been a life-long Bible student as well as possessing a keen awareness of his obligation to his neighbor, Billy took to the work like a duck to water.

Now 74, he has been active in the Salvation Army since 1950.

Billy is particularly interested in prison rehabilitation work and travels monthly to the prison at Tehachapi where the Salvation Army group conducts meetings. Individual spiritual consolation and guidance are frequently requested by the prisoners and each member of the Salvation Army group participates in this service.

Active as he is, one may predict that Billy Norton will enjoy many bright years of retirement.

*—by Sylvia Ahlgren, Bakersfield.*



## Andrew McNab Retires After 58-Year Career

RETIRING on June 30 after following a railroad career that spanned an amazing 58 years was Andrew McNab, conductor on the Coast Division.

He started with SP in 1899 as an apprentice in the shops at San Francisco. From there he began firing on the old North Shore Line and on August 10, 1906, transferred to brakeman on the SP. He was promoted to conductor in 1910.

During his last 15 years of service, Andy was conductor on the *Coast Daylight* and the *Lark.*

One of his most interesting experiences occurred during the 1906 earthquake when he was a fireman on the old North Shore Line. The quake had opened a fault in the road bed and the entire train, the engine and three cars, had turned onto its side with, luckily, no casualties. Andy and the rest of the crew climbed aboard a hand car and pumped 15 miles before contacting a searching party that had been sent to look for them.

Now that he's retired, Andy plans a trip to the Hawaiian Islands with his wife. They've been married 49 years.

ANDREW McNAB





**30 YEARS' service ended last month with the retirement of Edna Loos, asst. head clerk, record file bureau, Aud. of Disbursements, SF.**

## BEST WISHES!

### *Engagements, Marriages*

Married: **Elvin Smith,** assistant chief clerk, Supt's Office, Bakersfield, to Marcel Walls; **Kirk Rogers,** electrician helper, Western Division, to Suzanne Butterfield; **Paul Reid,** steno-clerk, Portland Division, to Margaret Mae Brown.

### *Births in Our SP Families*

Daughters to: **W. H. Epperson,** assistant detector car operator, Engineering Dept.; **Melvin Stirdivant, Jr.,** electrician, Salt Lake Division; **Belva Finn,** personal record clerk, San Joaquin Division.

Sons to: **L. H. Nations: H. B. Fowler,** both assistant trainmasters, San Joaquin Division.

## MOVING UP!

### *Promotions to Better Jobs*

*TRAFFIC:* **Tom McGrail,** to chief of service bureau, general freight traffic; **E. G. Ragland,** to chief clerk, district freight office; **S. T. Dent,** to assistant chief of the solicitation and statistical bureau, freight traffic, all with headquarters in Los Angeles.

*MOTIVE POWER:* **W. E. Sanford, Jr.,** to road foreman of engines, with headquarters in San Luis Obispo; **C. M. Schulze,** to road foreman of engines, with headquarters in West Oakland.

*ENGINEERING:* **Harry Hamrick,** to roadmaster, with headquarters in Ogden.

*SP PIPE LINES, INC.:* **J. C. Bauguss, Jr.,** to valuation engineer.



**ALICE CURTIS,** invoice clerk in the Purchasing Department, General Office, retired after 16 years.

## THANKS TO YOU!

*Deserving Happy Retirement*

*COAST DIVISION:* **Ray King,** engineer; **Daniel O'Connell,** conductor; **Robert Stafford,** brakeman; **Clarence White,** night chief clerk; **John O'Connor,** conductor.

*LOS ANGELES DIVISION:* **Charles Dickerson,** engineer; **William Matuskiwiz,** engineer; **Maick Picciano,** passenger carman.

*PORTLAND DIVISION:* **George Burnett,** conductor; **Paul Grousbeck,** conductor; **Rafe Michael,** switchman; **Silberio Navarro,** section laborer; **Fred Percell,** fireman; **Leon Raya,** section laborer; **Joel Schlintz,** engineer; **Frank Waldorf,** engineer; **Chester Willis,** hostler helper.

*RIO GRANDE DIVISION:* **Juan De Dios Mares,** section foreman; **Roy East,** conductor; **Jose Montoya,** section laborer.

*SACRAMENTO DIVISION:* **Edward Dunn,** water service foreman; **Walter Esycheck,** conductor; **Lawrence Meadows,** engineer; **Frederick Langrehr,** engineer; **Fred Rhodes,** B&B carpenter; **William Wood,** engineer.

*SALT LAKE DIVISION:* **Albert Bails,** assistant chief dispatcher; **George Notes,** machinist; **Paul Svedin,** section foreman.

*SAN JOAQUIN DIVISION:* **Moroni Baker,** car inspector; **Floyd Brown,** yardmaster; **Joseph Burns,** engineer.

*SHASTA DIVISION:* **Roy Gearhart,** engineer; **Alfred Harrell,** engineer.

*TUCSON DIVISION:* **Joseph Follett,** conductor; **Ray Hanson,** machinist foreman; **Louis Harrison,** engineer; **Fred Redmon,** engineer; **Gabino Serda,** track laborer; **William Skinner,** chore boy loader operator.

*WESTERN DIVISION:* **Charles Brown,** brakeman; **Leon Calin,** seaman; **Frank Desmond,** asst. chief train dispatcher; **Frank Neuner,** blacksmith; **Edward Olson,** brakeman; **Guy Pilling,** switchman; **Ben Ricci,** machinist helper; **Leslie Steele,** fireman; **George Willeke,** engineer.

*PACIFIC ELECTRIC:* **Guy Dosch,** central power operator; **Ivan Smith,** truck driver; **Henry Davis,** rate and revising clerk; **Harvey Ryning, Worley Garrett, Harry Howard, Earl Fogelsong, Lester Christy,** all trainmen.

*MISCELLANEOUS:* **Rafael Munoz,** laborer, West Oakland Stores; **Arol Rae Wolford,** assistant engineer, Valuation Dept., General Office; **Henry Dohring,** agent-telegrapher, NWP; **Jacob Sutter,** cartman-kitchen aid, Hospital Department; **Pablo Martinez,** store helper, Los Angeles Stores; **Esaias Epling,** departmental foreman, Sacramento Shops.

## OUR SYMPATHY

*Deaths in SP Family*

*LOS ANGELES DIVISION:* **Jarvis Bennett,** telegrapher; **Frank Cordova,** laborer; **Alejandro Esquer,** carman; **Jerome McLaury,** B&B foreman; **James Proctor,** switchman. Pensioners: **Louis Aldrich,** car foreman; **Stanley Bones, Sr.,** carpenter; **Henry Johnson,** conductor.

*LOS ANGELES SHOPS:* Pensioners: **John Baetz,** passenger carman; **William DeLair,** pipefitter; **Edward Rose,** freight carman; **George Wenning,** carman helper.

*COAST DIVISION:* Pensioners: **Giovanni Brondello,** clerk; **Dennis Browne,** clerk; **Leonard Everly,** engineer; **Ira Jett,** brakeman; **Edward Mulville,** conductor; **Fred Onyon,** car inspector; **Antonio Toscanini,** steelman helper.

*SALT LAKE DIVISION:* **Ben Erickson,** machinist. Pensioners: **Stephen Baugus,** car builder; **John Gimlin,** conductor; **John Henry,** engineer; **William Leonard,** engineer; **George Lusich,** electrician.

*SAN JOAQUIN DIVISION:* **Ivan McKibbon,** engineer. Pensioners: **Lew Hanes,** yardmaster; **George McNight,** brakeman; **John Malloy,** clerk; **Pedro Mancha,** section laborer; **Clifford Norris,** engineer; **Fred Spear,** clerk.

*SHASTA DIVISION:* Pensioner: **Meredith Rees,** brakeman.

*TUCSON DIVISION:* Pensioners: **Alonzo Johnson,** engineer; **Earl Lee,** switchman; **John Stokes,** conductor.

*WESTERN DIVISION:* Pensioners: **Leslie Cooper,** switchman; **William Day,** brakeman; **Charles Karcher,** clerk-warehouseman; **Ramon Martinez,** track laborer; **Irving Matson,** engineer; **Megginson McCoskey,** signalman; **Alexander Murchison,** B&B carpenter; **Alejo Rivera,** laborer; **Thomas Smith,** brakeman; **James Wall,** switchman.

*PORTLAND DIVISION:* **Robert Morrison,** car department laborer; **Frank Register,** car department foreman; **Stanley Silver,** car inspector; **Guy Griffith,** engineer; **Edgar Frost,** engineer; **John Milson,** section laborer; **Robert Hardy,** machinist. Pensioners: **Walter Beck,** section foreman; **Clovis Bookey,** carpenter; **Roy Kenyon,** engineer; **Perl Selby,** freight carman; **Nicholas Wuss,** tender repairman.

*SACRAMENTO DIVISION:* Pensioners: **Joseph Davis,** engineer; **Albert McManus,** conductor.

*SACRAMENTO SHOPS:* Pensioners: **James McClain,** patternmaker; **Chalmers Mulford,** stationary fireman.

*NORTHWESTERN PACIFIC:* Pensioners: **Christopher Herrman,** carpenter; **William Ray,** section laborer; **Peter van der Straten,** brakeman.

*MISCELLANEOUS:* Pensioners: **Joseph Badt,** traveling freight and special accountant, Auditor of Freight Accounts, General Office; **Richard Fults,** store attendant, Brooklyn Stores; **Curtis Redfern,** assistant to geologist, Land Dept., General Office; **Frederick Stain,** traveling passenger agent, El Paso; **Allen Walker,** chief rate clerk, VP-SPT-Portland.






THE Bulletin SOUTHERN PACIFIC
PACIFIC LINES

Published monthly at 65 Market Street, San Francisco, by Passenger Traffic Public Relations Department for men and women of Southern Pacific Company.

**Vol. 41** **No. 8**

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# Southern Pacific Honors

## Our Old Timers

## ON THE VETERANS' HONOR ROLL



**CONGRATULATIONS to Louis Bennett (left), engineer, Western Division, who retired after serving our company 52 years; Joseph Egan (center), cost accountant, Bureau of Transportation Research, General Office, whose railroad career spanned 47 years (43 with SP) before his retirement last month; and Shirley Roland, agent at Independence, Oregon, who had 42 years with SP before his retirement.**

**NEW NAMES added to the pension rolls include (l-r) G. F. (Gil) Zurilgen, chief clerk, Auditor of Passenger Accounts, San Francisco, who served half a century; Arch Manning, telegrapher, San Joaquin Division, who served our company 45 years; and John Dillon, manager-wire chief, Communications Office, Portland, who wound up his railroad career after 48 years' service.**

